

equipment were inspected by officers from the Port of Embarkation, Hoboken, N. J., and that not fit for overseas duty was replaced or left behind.

On May 21st the casual detachment of 262, which were recruits assigned to the regiment four weeks prior, were assigned to the companies so as to bring them up to strength as uniformly as possible. These casuals had been kept in quarantine until this date, and after being assigned to the companies several cases of measles developed, causing as many squads to be left at Camp Mills in the Detention Camp.

MAY 25TH—CLOUDY

The regiment was split into two detachments. Companies A, B, C, D, E, the Engineer Train and one-half of the Sanitary Detachment, under command of Lieutenant Colonel Joseph Hyde Pratt, entrained for Montreal. This move was made in two trains, A, B, and C Companies on the first train and Companies D and E and the Engineer Train on the second. Lt. Col. Pratt commanded the first, and Major Lyerly the second, train. Three cooked meals were carried, each man carrying his own. The trains were composed of one baggage car each for baggage, sufficient day coaches for three men for two seats, and one Pullman for officers. The trip was made via New York, New Haven, Hartford, Springfield, Newport (Vermont) to Montreal.

MAY 26TH—FAIR

At 4:00 A. M. Regimental Headquarters, Headquarters Company, and Company F left Camp Mills and moved by ferry to Hoboken, where they embarked on the Canadian Pacific Steamship *Melita*. They remained aboard all day but did not sail until the morning of the 27th. This detachment was under command of Colonel H. B. Ferguson, who also assumed command of all troops on the *Melita*, being the senior officer aboard.

By 11:00 A. M. both trains of the detachment under command of Lt. Col. Pratt had reached Montreal and had detrained and em-

barked on board the transport *Talithybius*. The detraining was done at the docks. Baggage was unloaded and transferred to the ship. No one was allowed to leave the ship after embarking though they did not sail until the morning of the 27th. The detraining and embarking, according to embarkation officer, was done in record time.

MAY 27TH TO JUNE 13TH, 1918

Both detachments sailed in the early morning of May 27th, those under Colonel Ferguson from New York and those under Lt. Col. Pratt from Montreal.

The detachment on the *Melita*, a passenger ship, sailed direct from New York to Liverpool in a convoy of three ships. On board the *Melita*, in addition to the detachment of the 105th Engineers, were a regiment of Artillery, one Signal Corps unit, a detachment of Casuals, and a number of civilian passengers, among whom were Lady Ross of England, Mrs. Norman Whitehurst the suffragist, and the Prime Ministers of Canada, Sir Robert Borden, of New Zealand, Mr. Massey, and of Australia, Mr. Hughes. The trip across was made in less than eight days. They debarked at Liverpool June 8th and entrained for Dover, England. Arriving at Dover June 9th, they crossed the English Channel and landed at Calais, France. This detachment remained at Calais until June 12th and during this time were engaged in being refitted by the British. This refitting consisted in part in taking away from the men the following articles: One suit of clothing, 3 suits of winter underclothes, one suit of summer underclothes, two pairs of socks, one blanket, one pair of leggings, one overcoat, one suit of fatigue clothes, and the barracks bags. The balance of the refitting consisted of exchanging the 1917 U. S. Rifle for the British Enfield, U. S. Ammunition for British, and the bayonets were exchanged for the British bayonets. In addition to these exchanges the entire personnel were issued British Gas Masks and steel helmets.

Before leaving this period it would be unfair not to add a word about barracks bags